

THE DODGE CITY TIMES.

DODGE CITY, SATURDAY, MAY 31.

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NICHOLAS M. KLAINE, Editor.

RAILROADS.

Many important railroad enterprises have been accomplished within the past few months and there are several projects under headway. The Chicago, Alton & St. Louis railroad has been finished and is in running order to Kansas City. The Missouri Pacific railroad is preparing to extend its line from Holden, Mo., to points in Southeastern Kansas. The Seligman road, or properly, the St. Louis and San Francisco road, is also moving toward Wichita. We refer to this project in an article to be found in another column.

With the development and growth of Western Kansas, we may look for advantages from these enterprises. The ultimate points to be reached are the silver mines in Colorado, New Mexico and Arizona. But the agricultural and cattle interests of Western Kansas will justify these projects as they slowly wend their way to the silver districts.

This country is only in its infancy yet.—We look back a few hundred miles over a few years time and find a wonderful advance in the progress of other portions of Kansas. This portion is following in the same train of progress, and, which in three or five years will show a wonderful change in our wealth and resources.

With these railroad lines penetrating our Southeastern border, we may now be casting about for the future of our own portion of Kansas, and aim to direct these enterprises to Dodge City. There is evidence of progression sufficient to justify the belief that when the proper time arrives our citizens will not be slow to avail themselves of additional railroad advantages. We shall not point out the lines that may possibly strike us, but we can refer to the matter with sufficient pride to guarantee a hope, so that our minds may dwell on the probable future.

Dodge City lies in a topographical position favorable to at least two additional railroad lines,—a Chicago connection from the northeast and a St. Louis connection from the Southeast. These projects are not mere conjectures, but they are stern realities. It will require only a short time to verify our predictions.

There are those who take the most hopeful view of the future of this portion of Kansas. When we speak of our topographical position we are not making an idle statement. We lie on the line to the great mining districts and to the Pacific Coast. It is impossible to acquire a route through the Indian Territory; hence the Southern strip of Kansas must be made the great thoroughfare. Dodge City being a central Western point will be tapped by these trunk lines as they traverse the continent. And in uttering these statements every candid man who has any conception of business foresight, will admit there is reasonable ground for our assertion.

THE A. T. & S. F. CO.

The Chicago Railway Review, in its issue of the 10th inst., says of our great Kansas railway:

"The Massachusetts parties who are principal owners in the Atchison, Topeka & Santa Fe have received permission from the railroad commission to take out a charter under the name of 'The Sonora Company,' for building a road in Mexico. The proposed route is from Guaymas, a port on the western coast, northerly to the boundary line of the United States, where connection will be ultimately made with the Atchison, Topeka & Santa Fe, or some of its connections. A special act has been passed by the Massachusetts Legislature, permitting such corporations. The Atchison, Topeka & Santa Fe will prove one of the grandest undertakings of the age if the ability and success of the company shall equal its ambition and pluck."

THE SUMMER BUSINESS.

The season of activity has arrived and Dodge City is enjoying the felicity of its usual summer bustle. The grass is short on the immediate range, but the long horn and the festive cow boy are approaching the banks of the murky Arkansas. The cattle drive is a little later for several reasons, but we believe its season will be prolonged.—Several herds of horses and cattle have been driven north.

Those who calculated on a diminished cattle drive will be mistaken. This business will continue until the settlements crowd it out, and when another disposition is made of the trade, by the several reasons that are imminent. We notice that a number of Texas cattle drovers have purchased improved stock at the Kansas City sales.—With the establishment of an increased number of camps for stock raising on our Southern borders and the improvement of the stock held here and driven from Texas, we shall expect a better average business derived from the cattle trade.

Then this business will harmonize with the agricultural interests. We do not believe Western Kansas will be exclusively an agricultural or stock raising country. We believe it will be equalized in both interests. That is the sensible view taken of the matter at this time. There are large strips of territory better adapted to stock raising, while some favored portions may be used for agriculture. Our farmers, too, will enter more largely into stock raising, producing only sufficient of grain and grain for home consumption.

In the meantime the summer business will continue to boom, and Dodge City will hasten on to that destiny of magnitude and good fortune pointed out to her.

MOISTURE IN KANSAS.

We have received from the Land Department of the Santa Fe road, a pamphlet entitled "Kansas and its Supply of Moisture." One paragraph strikes us as containing a good suggestion, and one that experience has demonstrated to be correct:

"I am not among those who believe there can be any retrogression from the climatic changes and influences already secured to the conditions of fifteen and twenty years ago, and am among those who believe these changes are permanent, so far as moisture is concerned, and further, that each decade will see a large increase, a more equal distribution, and less liability to drouth than has heretofore existed. How far this rainfall belt can be extended west I will not attempt to answer. Those who fixed the western limit twenty-five years ago, find themselves 300 miles out of the way to-day. Those who fix the western limit of the present may find their theory about as unreliable twenty-five years hence.

The more general prevalence of the winds from east of south and west of south makes it possible to extend the western limit much further than if the winds blew directly south.

"I believe that if the frontier settlers move westward in as compact a settlement as possible, the line between the moist and the dry region can be removed within a few years as far west as the 101st meridian. West of that line the increase in humidity will in my judgment, be slower, because geography and topography will not favor moist winds from the south to the same extent that distance West, and local causes will have to be largely depended upon."

Gen. Grant leaves Yokohama for San Francisco about the last of June. Arrangements have been made with the railroads for an excursion party to meet him on his arrival.

The Greenbackers of Missouri have decided to perfect their organization and make a fight on their own hook.

The County of Pawnee has fully 75,000 acres under cultivation—an increase of fifty per cent. over the acreage for 1878.

Sixty miles an hour is to be the steam gauge on the Chicago and Alton road.

The Atchison, Topeka & Santa Fe Railroad Company has secured a grant of 15,000 acres per mile from the Mexican Government to build a railroad from El Paso to Guaymas, 400 miles, the contract has been let, and the road will be completed within two years. The Santa Fe is crowding its line forward as rapidly as possible, expecting to reach Tucson, Arizona, by the first of January next, and form a junction with the Southern Pacific. The Southern Pacific will be then used for the Santa Fe's Pacific business, and the Santa Fe, in turn, be used for the Southern Pacific's Atlantic business. But the Santa Fe will not stop there, but push on as rapidly as possible to enjoy its land grant and reach Guaymas.—That city has the best harbor on the western coast of Mexico, and the purpose is to make of it a great commercial entrepot, rivaling San Francisco, for the Australian trade, as it will make the distance to that island 1,600 miles nearer than by way of the latter city. Opening the rich countries through which the road is designed to pass, will furnish a market for the products of Western Kansas.

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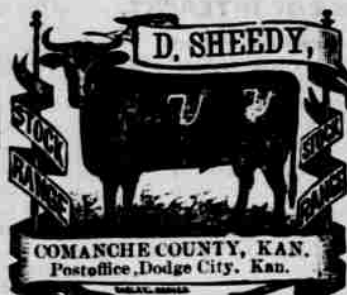
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NOTICE.

U. S. LAND OFFICE, Larned, Kansas, May 1, 1879. COMPLAINT having been entered at this office by Robert B. Thomson against Joseph W. L. Tyrrell for abandoning his Timber Culture Entry, No. 1,726, dated April 29, 1878, upon the Lots 3, 4, and E 1-2 S W 1-4 sec. 6, township 25 S range 26 west, in Sequoyah County, Kas., with a view to the cancellation of said entry: the said parties are hereby summoned to appear at this office on the 21st day of June, 1879, at 10 o'clock A. M., to respond and furnish testimony concerning said alleged abandonment. C. A. MORRIS, Register.

NOTICE.

U. S. LAND OFFICE, Larned, Kansas, April 26, 1879. COMPLAINT having been entered at this office by Jacob G. Titus, against John M. Sants, for abandoning his Pre-emption filing, No. 250, made Feb. 26, 1878, upon the Lot 2, N 1-2 S E 1-4 S E 1-4 section 8, township 25 south, range 28 west, in Foote county, Kansas, with a view to the cancellation of said entry: the said parties are hereby summoned to appear at this office on the 24th day of June, 1879, at 9 o'clock, A. M., to respond and furnish testimony concerning said alleged abandonment. C. A. MORRIS, Register.

NOTICE.

U. S. LAND OFFICE, Larned, Kansas, April 29, 1879. COMPLAINT having been entered at this office by William T. Byen against William F. McMichael, for abandoning his Timber Culture Entry, No. 1,828, dated Feb. 29, 1878, upon the South West 1-4 section 12, township 25 south, range 26 west, in Ford county, Kansas, with a view to the cancellation of said entry: the said parties are hereby summoned to appear at this office on the 23rd day of June, 1879, at 11 o'clock, A. M., to respond and furnish testimony concerning said alleged abandonment. C. A. MORRIS, Register.

NOTICE.

U. S. LAND OFFICE, Larned, Kansas, April 29, 1879. COMPLAINT having been entered at this office by Robert F. Adams against George A. Beatty, for abandoning his Timber Culture Entry No. 1,858, dated April 29, 1878, upon the S E 1-4 section 16, township 25 south, range 26 west, in Ford County, Kansas, with a view to the cancellation of said entry: the said parties are hereby summoned to appear at this office on the 23rd day of June, 1879, at 9 o'clock, A. M., to respond and furnish testimony concerning said alleged abandonment. C. A. MORRIS, Register.

PUBLICATION NOTICE.

MARY E. GREEN, of the State of Colorado, will take notice that Chaslis Bros. & Co., of the city of Atchison, county of Atchison, State of Kansas, did on the 14th day of May, 1879, file their petition in the District Court of Ford County, Kansas, against the said Mary E. Green, defendant, setting forth that the said Mary E. Green gave a certain mortgage to the said Chaslis Bros. & Co., on Lot number 17, in Block No. 14, and Lot number 26, in Block No. 21, in the town of Spearville, in the county of Ford, State of Kansas, to secure the payment of ninety 71-100 dollars, and interest from Feb. 21, 1879, according to one certain note made, executed and delivered by Mary E. Green to said Chaslis Bros. & Co., which said note is fully and entirely set forth and set out in the said mortgage on said described property, and praying that the said Mary E. Green may pay said sum of ninety 71-100 dollars and interest as aforesaid, the amount claimed to be due and unpaid, and that said described lands or premises may be sold to pay the same, and the said Mary E. Green is hereby notified that she is required to appear and answer the petition filed on or before the 25th day of June, 1879, or said petition will be taken as true and judgment rendered accordingly. SUTTON & COLBORN, Attys for PTV.

Dated this 14th day of May, A. D., 1879.